

**Minutes of the Meeting  
March 5, 1998**

Projects Reviewed

King Street Area Improvements  
West Galer Street Bridge  
RTA  
Lincoln Reservoir

Convened: 8:00 am

Adjourned: 3:00pm

Commissioners Present

Barbara Swift, Chair  
Moe Batra  
Carolyn Darwish  
Gerald Hansmire  
Jon Layzer  
Rick Sundberg

Staff Present

Marcia Wagoner  
Peter Aylsworth  
Rebecca Walls

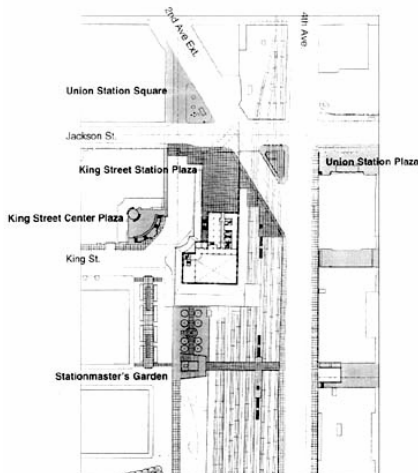
030598.1      Project: **King Street Area Improvements**  
                  Phase: Briefing  
          Presenters: Ethan Melone, Strategic Planning Office  
                          Cary Moon, Pioneer Square Planning Committee  
          Attendee: Shane Dewald, Seattle Transportation  
                  Time: 1 hr. (0.3%)

The City of Seattle sponsored two workshops which provided a unified program and preliminary design guidelines for improvements to public spaces in the King Street Station area. The first workshop, held on January 22nd, focused on the program objectives and scope elements for public space improvements. Program elements for the project include Weller Street improvements, the King Street Station Plaza, pedestrian crossings, and the railroad right-of-way. Also discussed at the workshop was a contextual view of structural and transportation constraints.

The second of the two workshops was held on February 6th. It expanded the objectives from the first workshop to outline design guidelines for public space improvements. The design guidelines were focused on six major areas; Fourth Avenue and Jackson, signage and wayfinding, Fourth Avenue south, south Jackson Street, oases, and public art. The Fourth Avenue and Jackson site is seen as a critical area to be focused on first. The following six specific objectives were identified for the Fourth Avenue and Jackson Street component,

1. weave Pioneer Square and the International District for pedestrians, improving safety and clarifying routes;
2. celebrate rebirth of rail transportation for the future by heightening awareness of exciting rail operations and site history;
3. create a unified public space experience that transcends property boundaries;
4. express transition between two neighborhoods and clarify the identity of each;
5. mark entry into downtown for northbound vehicles;
6. welcome rail passengers into Seattle and Pioneer Square.

The next steps in this project are to develop graphic representations of the workshop outcomes, which will help the various design teams work toward a common goal. There are some scope revisions being made by Seattle Transportation. After these revisions are made, portions of the project with allocated transportation funding will be identified. Then funding can be sought for the elements of the project that are not covered by Seattle Transportation.



### **Discussion:**

**Hansmire:** Can the original art of the King Street Station be returned and reintegrated?

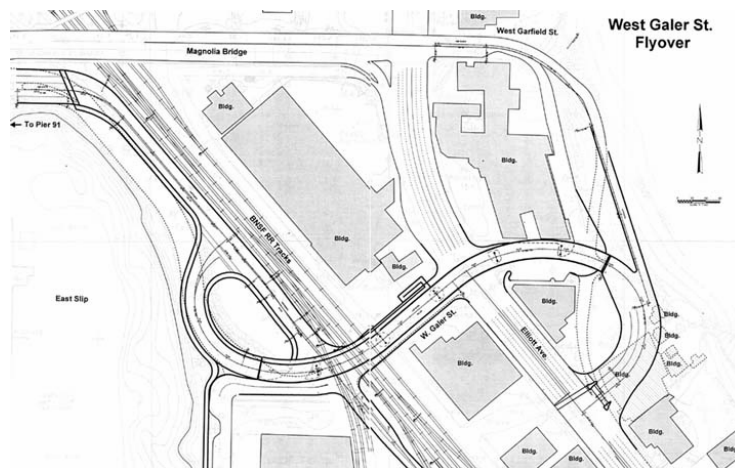
- Moon:** Gary Hartnett of OTAK is managing the restoration of the station and has been pursuing that possibility.
- Hansmire:** Fourth Avenue is really the south entrance to the city. It should have its own identity rather than be a mixture of the International District and Pioneer Square. I don't like having different light fixtures on either side of the street. It should be interdependent of Pioneer Square and the International District. It is an entrance to a major metropolitan area. I appreciate your development of the recommendations.
- Sundberg:** The floor level of Union Station at Fourth Avenue should be at street level. If it was, retail and commercial activity could be used to enhance the streetscape.
- Layzer:** It is important to note that these projects are responding to guidelines for the 4<sup>th</sup> Avenue/Union Station corridor which pre-dated all the current development activity. These guidelines encourage a very hard edge on 4<sup>th</sup>, which is now inconsistent with the direction from the workshop. I encourage the Strategic Planning Office to reconsider the current guidelines which seem out of date. I realize that the project may be too far along in the process for changes to have much impact.
- Swift:** Where are they in the process?
- Melone:** They have already started construction.
- Hansmire:** I applaud the removal of the bus ramp.
- Sundberg:** These are very thoughtful recommendations and guidelines. I encourage Seattle Transportation to fund the creation of a graphic representations of them.
- Swift:** We see a lot of urban planning and design that tends to use the lowest common approach, a "kit-of-parts" approach. You seem to be designing the urban environment by establishing a vision for the area, recognizing important aspects of the place, and then identifying the necessary supporting elements. I appreciate your efforts to mark and define the area using existing amenities, features, and activities rather than bringing in elements in an attempt to define the area as a destination. I encourage you to also consider the sounds of the trains and how they might also be used in the project. Seattle Transportation could really boost their image if this project is successful.
- Melone:** We hope to bring the project management team to our next presentation. It would have been nice for them to hear these comments. Today's comments reinforce the things that work well. The management team has been reminded that they need to present the project to the Design Commission and other community groups.
- Swift:** Encouragement may only get a minimum to good solution. You might try the "dangling carrot" approach to get a high quality solution. It is a difficult issue and I don't know what the answer is.
- Melone:** Your enthusiasm will play a major role.
- Hansmire:** There are a whole lot of small things coming together, a lot of various parts involved. Is there a way to pool funds into a single fund source to ensure that the project is done as a coordinated effort.
- Sundberg:** Kevin Daniels could be a wonderful supporter of this project.
- Melone:** Yes, he participated in a workshop.
- Layzer:** I was nervous about the outcome of this project before the presentation, but would like to commend the planning groups and Ethan for really making it work. The neighborhoods have looked at the project as a space to share and develop together. Graphic representation of the progress is important in promoting the project as an example of design excellence in the process as well as the product. There are also some important gaps that may undermine the success of the project.

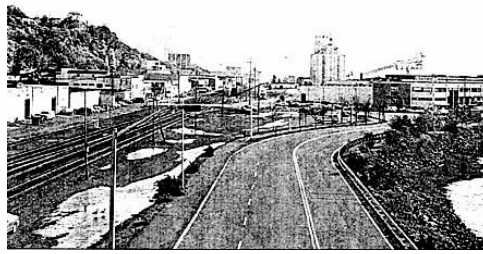
- Dewald:** A layering, or phasing approach may be helpful in implementing the improvements.
- Sundberg:** It is important that each piece doesn't preclude the next. We need to make sure what we do does not hinder future improvements.
- Layzer:** The City needs to develop a framework for seizing current improvement opportunities without limiting future ones.
- Hansmire:** I agree with the design principles and recommend that the project proceed as an in-depth look at the King Street area. Layers of funding may also help make the project more feasible.
- Action:** **The Commission greatly appreciates the presentation and recommends that the City enthusiastically support the project and the comprehensive neighborhood planning efforts. The Commission supports the design principles as presented and the in-depth look at the King Street area. The Commission also makes the following suggestions:**
- recommends that the City take the lead in preparing the necessary tools that are required to fully implement the project;
  - urges City departments to aggressively pursue the creative and diverse financing options available;
  - and suggests that the City look at ways of developing a plan that makes multiple party investment more feasible.

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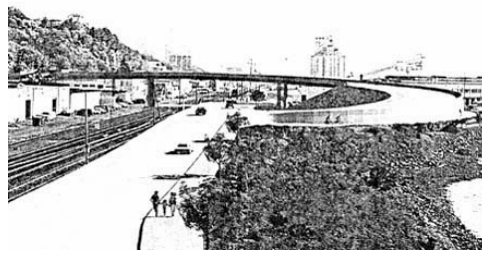
030598.2    Project: **West Galer Street Bridge**  
                  Phase: Briefing  
                  Presenters: Jill Marilley, Seattle Public Utilities, Seatran  
                  Time: .75 hr. (0.3)

The West Galer Street Flyover project consists of a bridge over Elliott Avenue and the railroad tracks with ramps on either side. There will also be improvements to the current bike path frequently used by commuters. The bridge will be constructed out of steel rather than concrete.





Before



After

(view from Magnolia Bridge)

Other design options have been considered. The proposed design alternative requires the purchase of a right-of-way, which is usually avoided. A group of artists lives in one of the buildings that would be removed. The building's owner is enthusiastic about the project.

### **Discussion:**

**Swift:** In thinking about the arts issue I am reminded of the Westlake corridor and Eastlake corridor developments, one which does and the other which might have arts components. I am struck by the potential for a pattern of north/south linkages that are characterized by personalization through the arts. Because there is King County Metro involvement on the Westlake project, they will be pursuing the Arts Commission and the King County Public Art program trying to do a comprehensive effort. South of this project there is also a waterfront park development at Myrtle Edwards.

**Wagoner:** This is a very traffic oriented area, both vehicular and bicycle.

**Marilley:** Most pedestrians and bikers stay over by the water.

**Layzer:** The area is mainly used by commuters going to Magnolia.

**Wagoner:** Does the bike trail continue over to Smith Cove and the locks?

**Layzer:** No, not over the bridge, but they have gotten some funds to pursue that option.

**Swift:** Marcia has a good point about trying to humanize this area. I think that switching from concrete to steel is also a good move. The attention to the aesthetic characteristics need to be brought down to the human level. Slower traffic would help humanize the pedestrian zones.

**Marilley:** There are already picnic tables and places for people to stop and enjoy the space. We are bringing the trail back to the water.

**Hansmire:** Will the handrails be steel also?

**Marilley:** We haven't gotten that far in the design phase, but we are leaning toward steel railings so that we can use painted surface treatments to scale the structure down.

**Hansmire:** Will there be light fixtures added?

**Marilley:** Yes.

**Swift:** What phase are you at in the design process?

**Marilley:** The project is at 30 percent design.

**Sundberg:** You can't really get into details at that level of design, but consideration of the scaling elements is important. This bridge is a part of a family of bridges. It is important for you and the design team to look at this series.

**Marilley:** We are looking at this bridge in relation to the Magnolia bridge and others.

**Hansmire:** There are a number of jersey barriers used in the area. They seem to give the neighborhood a kind of industrial feel that is appropriate.

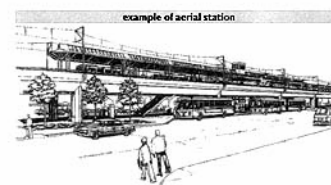
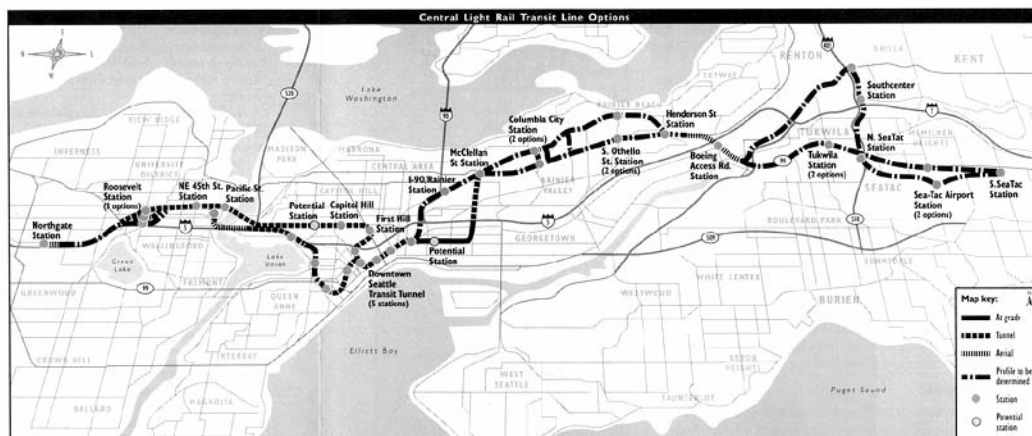
**Marilley:** We will have to meet impact standards for the large trucks frequently going through the site. If we have to use jersey barriers then we will probably try to disguise them somehow.

- Hansmre:** There are other kinds of barriers. In the past designers have used steel barriers at the curb line with jersey barriers on the other side. There are alternatives that will meet impact standards.
- Layzer:** Is there a light signal at Galer Street?
- Marilley:** Yes there is. There will be three lights, one at Galer, one at Magnolia, and one at the base of the ramps. We are also timing them and putting in pedestrian buttons.
- Wagoner:** What is the speed limit?
- Marilley:** People go 60 mph even though the speed limit is 30 mph. Many feel this is all right because it is an arterial.
- Layzer:** With this project, at least people will have to slow down for the curve.
- Marilley:** The community would like a free right turn off of the ramp, but it will be safer if there is a stop sign like we have designed.
- Wagoner:** Is there a landscape architect on the design team?
- Marilley:** Yes.
- Swift:** Seattle has north/south greenbelts which are important in terms of a sense of the city. I suggest a reforestation, erosion control approach that may repair the area to some degree. You have to look at this as a design problem viewed at 30 mph and at 3 mph. It is also a problem that grapples with the larger city scale.
- Marilley:** It is a challenging area. We have to put in more plant material, especially with the slopes.
- Layzer:** Have you given thought to other methods of wayfinding, beyond striping the pavement where the path crosses the Imunex road at the north? There is a real bicycle/truck conflict there.
- Marilley:** We haven't done that, but it can easily be looked into. We could possibly use concrete.
- Layzer:** I would encourage you to use signage along the bike path that warns people of potential dangers with truck crossings, etc.
- Hansmire:** That is a good point. I am concerned that people will perceive it as a safe place to pass through without realizing the potential hazards.
- Darwish:** How will the area be lit in the evening?
- Marilley:** There will be lighting along the bridge, but not along the path.
- Darwish:** I would suggest more lighting at the crosswalk for safety.
- Marilley:** We can look into that and report back. We have met with the bicycle advisory board and they don't seem concerned about lighting along the path.
- Action:** **The Commission appreciates the briefing. The Commission is supportive of the general approach to the project and makes the following recommendations;**
- **the Commission recommends continued attention to detail at all levels and especially to the project's scale and urban design features.**
  - **the Commission supports the involvement of artists, sooner rather than later.**
  - **the Commission also recommends careful attention to the greenbelt restoration and to a possible tie in with Myrtle Edwards Park improvements.**

030598.3      Project: **RTA**  
                  Phase: Briefing  
          Presenters: Jared Smith, Strategic Planning Office  
                          Stephen Antupit, Strategic Planning Office  
                          John Skelton, Department of Construction and Land Use  
          Time: .75 hr. (hourly)

Since the last presentation, a series of scoping meetings have taken place. RTA is on a very aggressive schedule and City staff are trying to work with them and assist them in community participation and outreach. The Planning Commission is co-hosting field trips with the RTA. Since January staff have been exploring options at the request of the Mayor. The Denny Regrade/Dexter Avenue corridor was looked at as an alternative to the Capitol Hill route and the Citizens' Task Force corridor. The results are summarized in the letter to Bob Drewel. The Mayor requested that staff look at a corridor that would go up Dexter Avenue, then cross over and come down between Pacific Street and Northlake, along the Burke-Gilman trail, to the University District. The idea was to come up with a concept that could be explored in the EIS further that might result in significant cost saving, so that other corridors could be considered as part of phase one. The result of these preliminary studies was that there would not be significant savings and that ridership would be greatly reduced. The Mayor still wants to address the need for intermediate transit in the Ballard, Innerbay, and 45th Avenue corridors.

Another issue that staff has explored is the potential for putting express regional service through the Duwamish area while still providing a neighborhood system that is more local-friendly. However, there are not enough funds to do both systems in phase one. As a result, the Mayor wants to redouble the City's efforts to ensure that the current proposal really works for the neighborhoods. There is also a desire to provide leadership that would unite the RTA, King County Metro, the new Elevated Transportation Company, and the City. The Mayor also is encouraging RTA to move forward their Phase Two planning efforts so that the City can look at the other transportation corridors. It is not too early to address issues and alternative regarding these other corridors.



The neighborhood planning timeline for station area planning is well ahead of the RTA schedule. At this rate, the neighborhood planning will be complete by the time a decision is made on what corridors will be pursued. The City is in the process of working with the RTA and staff. Staff are developing a work plan for the station area design process, to define street improvements and changes, to discuss land use codes.

### **Discussion:**

- Hansmire:** What does the RTA Board mean by conceptual level design guidelines?
- Smith:** They need to be familiar with what kind of design standards they need to adhere to. These standards will be applied at a conceptual level and at a more detailed level later. A major issue will be whether there is a standard typical station that is put in, or whether stations are unique and have individual characteristics of the neighborhoods.
- Layzer:** It is an identity issue. Engineering usually achieves identity through uniformity. The bus tunnel is an example of a unified identity with very different individual stations.
- Smith:** They will probably need to know up front that we want more unique stations, not just different architectural treatments.
- Hansmire:** I thought that was part of the basic understanding.
- Smith:** It is. But how it is developed is a little unclear at this point.
- Swift:** An analogy for this process is that somebody is creating a recipe for a dinner and the City is the stomach and the tastebuds that is experiencing the dinner. It is rather critical what goes into the recipe at this point.
- Layzer:** In other cities, stations are relatively uniform and differences are created through varying panels on the facades. In those cases the framework is the same and the surface is different. We seem to want the surface to be the same and the framework to be different.
- Smith:** It may be a good idea to get the architectural leads in to the next meeting so that a dialog can be established.
- Antupit:** That involvement should occur before they get through the screening process.
- Hansmire:** They need to have a mindset coming into this project that they will be looking at stations which will have an individual identity. What that identity is conceptually needs to be discussed at the outset so that everyone is in agreement on what it means. Another issue is the decision in May that the board is going to screen their station location alternatives. Is there going to be enough neighborhood involvement in that screening process to ensure that it reflects the right process for the neighborhood.
- Smith:** The goal of these workshops is to do what was done at Holly Park and at the University District. We want to discuss information on various layout options, alignments, elevations, etc. with the community and then come back for a response to it. Between the workshop and when the decision is made we can clarify whether or not the community concerns and issues have been addressed.
- Hansmire:** I think that one of the problems with that process is once you bring in a visual image or example, the image gets stuck in people's minds and it is hard to change. You might consider presenting the program with more generic images.
- Smith:** I think it will have to be somewhere in between. People also seem to want something to react to, something that they can either accept or reject.



- Swift:** It will help to use visual aides in this process if you can show different kinds of examples. You can explain what the functional adjacency issues are that need to be grappled with and where the flexibilities might be.
- Smith:** The southeast area is ready to see design options where as Capitol Hill, for example, may need to see what a high speed elevator looks like and how it is accessed at street level.
- Swift:** When does the conceptual level design criteria development need to be done? What is the product that will be the result?
- Smith:** They are mainly interested in finding out who the contacts are at DCLU, SeaTran, Seattle Public Utilities, and what the various regional design criteria are. They can evaluate the various design standards from Tukwila, Seatac, Seattle, etc. and possibly suggest some alternatives or overarching standards. There are also Federal requirements that may be more stringent or different than city standards.
- Swift:** I am trying to figure out when and where the Design Commission could participate most effectively in the development of these criteria.
- Smith:** Perhaps the Commission could be involved in reviewing the summary material of suggestions and possible modifications of current design standards.
- Swift:** What is the timeline for that to occur?
- Smith:** The studies should be done by the end of the month with feedback in April. You could then highlight criteria and areas they need to think about.
- Swift:** Has a list of criteria been generated?
- Smith:** Yes, and we are responding to it.
- Swift:** Perhaps we should take a look at that also. It is a matter of the product and the process. They are two real issues.
- Smith:** We are also trying to identify lines of communication at this point; who at various departments should be the funnel for information. RTA did give us a list of the types of things that they need to start to address. We could get you a copy of that as well as the first draft, when it is completed.
- Wagoner:** Is the "them" we are talking about the consultants to RTA or RTA members themselves?
- Smith:** They are not really making the distinction between the two. The consultants are being housed in the RTA building.
- Antupit:** In station area planning we are trying to ensure that community issues are integrated in the design process. The RTA wants us to deal with land use code changes, street improvement manual changes, technical assistants, programming, etc. They want deliverables. We are now scoping out what we can do. SeaTran, SPO, Neighborhood Planning, DHHS, and DCLU have drafted an RFP for consultant help that we need. We need to get a set of consultants that can help us, starting with a marketing analysis, and economic analysis. A technical panel will be convening in the spring to help with specific plans. There will be different plans for each neighborhood regarding development standards. These will be outlined with neighborhood planning and will be followed by a series of neighborhood events.
- Skelton:** Another issue with Transit Oriented Design (TOD) is how the station area planning and design radiates out from the stations and is integrated in the neighborhood. Transit oriented design is different from developing a set of guidelines and evaluating a design according to the guidelines. It is important to establish what transit oriented design means and how guidelines might encourage it.
- Swift:** One of the goals seems to be to move people towards thinking about the activities.

- Skelton:** It is a distinction between thinking of a station as an elevated platform and thinking of it as an integral part of a community.
- Swift:** It seems that what you are endeavoring to do is to ask the communities to look at the project holistically as apposed to the “kit-of-parts” approach. You are looking at a complicated sort of ecosystem that a “kit-of-parts” approach usually kills.
- Antupit:** We are looking for your participation when we have the first set of major public discussions.
- Swift:** In looking at the interlocal agreement, it would be helpful for the Commission to see what the goals are.
- Antupit:** There are also some pilot projects for station area development. We are working on areas in Northgate, the University District, Holly Park and Roosevelt.
- Swift:** This morning we saw the King Street Area Improvements project. What really impressed me was that this project had a vision.
- Layzer:** It is important, as part of the station area guidelines, that the City is very clear on what your vision for the function of each station is. We also need to make sure RTA takes responsibility for the seamless connections and for the integration of transportation facilities.
- Wagoner:** There is a need for individual attention everywhere, and I anticipate the City team is rather small. How are you going to accomplish individual solutions for each site? That requires incredible amounts of time to get the best results.
- Smith:** Steve and John and the rest of the team have been developing a work plan. The bulk of the work will be in 1999. The City is putting together a multi-disciplinary team to accomplish the work load.
- Antupit:** We aren't equipped to manage all those people, but we are going to do it.
- Smith:** To many staff it is a very exciting project to be working on, so there is a high level of energy.
- Wagoner:** It seems that the Commission's role is as a resource to the City's team as apposed to working more directly with RTA.
- Swift:** It would be of value to the Commission to see a couple of examples so that we are getting up to speed on the issues.
- Hansmire:** It is still about how the process relates to the individual communities.
- Action:** **The Commission appreciates the briefing and makes the following comments and recommendations;**
- **The Commission requests that the City continue to pursue community participation, especially with regards to the screening and selection of the station location alternatives;**
  - **The Commission recommends that the individual stations be developed as unique and integral parts of their communities, with individual identities. This approach to station development must be the basis for the conceptual level design guidelines.**
  - **The RTA stations should be used as a tool for implementing Neighborhood plans and therefore a mechanism to ensure that coordination must be developed. The Commission wants to be kept involved and will work with the RTA on evaluating the design criteria and modifications to current design standards;**
  - **The Commission requests a briefing from the RTA on current work;**
  - **The Commission requests information on the goals described in the Interlocal Agreement.**

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030598.4 Project: **Commission Business**

**Action Items**

- A. MINUTES OF FEBRUARY 19<sup>TH</sup> MEETING: Approved as amended.

**Discussion Items**

- B. 1925 FIFTH AVENUE STREET USE PERMIT REQUEST: Approval Recommended.

- C. SEATTLE CENTER SPACE NEEDLE: Permit Granted by DCLU.

- D. LIBRARY SITING COMMITTEE: Swift reported.

Three final sites have been selected. Summary document of the range of options for selecting design team. Both Library staff and City Council have asked for Commission assistance in defining the various selection processes including an evaluation of design competitions.

- E. GROWING VINE STREET: Wagoner, Swift reported.

- F. KING STREET AREA IMPROVEMENTS: The Commission received a briefing from Ethan Melone, SPO and Cary Moon, Pioneer Square Planning regarding the King Street Area Improvements workshops.

- G. FOOTBALL NORTHWEST DEIS: Review assignments.

- H. MUNICIPAL CAMPUS UPDATE: Wagoner reported. The Municipal Center Joint Work Group has been meeting at NBBJ to develop the revised principles and recommendations. The group will be briefing City Council members beginning this week on the Mayor's plan to sell Key Tower utilizing the resources to develop a new City Hall complex on the Municipal and Public Safety Building sites. The final recommendations will be brought before City Council Thursday, March 19<sup>th</sup> from 12:00 to 1:30. Copies of the revised principles are available from the Design Commission.

- I. WSCTC EXPANSION PROJECT UPDATE: Wagoner Update

The Convention Center hired artist and art's administrator Carolyn Law to work with the design team in identifying areas for artist involvement and in running a selection process for artists. The four selected artists presented their conceptual proposals for street and tunnel elements to the Convention Center Design Review Board on February 25<sup>th</sup>.

QUEEN ANNE STANDPIPE: Review of letter to Diana Gale.

CENTER FOR DESIGN EXCELLENCE: Staff met on February 24<sup>th</sup> to brainstorm and discuss ideas regarding the Center for Design Excellence. The group talked about a central, physical location for the Design Commission and Design Review. The purpose of the location would be to better inform the general public regarding design issues, answer questions regarding the Design Commission and design review processes and distinguish the differences between the two.

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030598.5      Project: **Lincoln Reservoir**  
                  Phase: Conceptual Master Plan (Subcommittee; Batra, Sundberg, Swift)  
          Presenters: John Curtin, Seattle Public Utilities  
                          Darlene Flynn, Seattle Public Utilities  
                          Jeff Girvin, The Berger Partnership  
                          Rob Hard, Groundswell Off Broadway  
                          Dale Nussbaum, The Berger Partnership  
                          Beth Purcell, Parks and Recreation  
                          Lowell W. Warren, KCM Inc.  
          Attendees: Kevin Carol, Seattle Arts Commission  
                          Barbara Goldstein, Seattle Arts Commission  
                          Jack Mackie, Seattle Arts Commission  
                          Julie Speidel, Seattle Arts Commission  
                          Ruri Yampolsky, Seattle Arts Commission  
                  Time: 1 hr. (.03%)

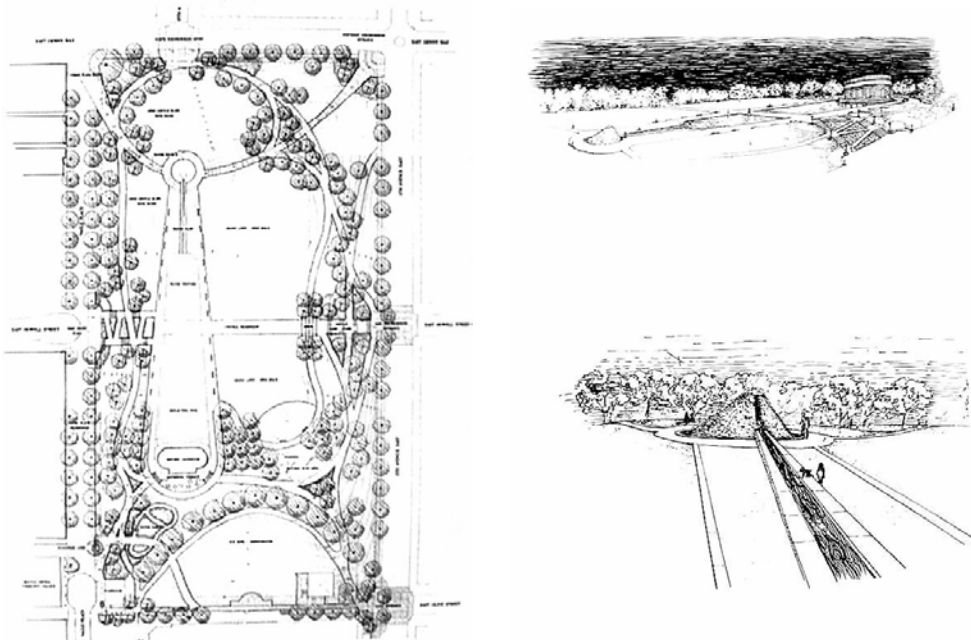
The Lincoln Reservoir is located just east of Seattle Central Community College between Denny Way and Olive Way. An initial cover design was done in 1972 for the reservoir, but changes have been made to the seismic code since that time. This project is being developed through the department cooperation of an interdepartmental team. It is also a cooperative effort between the Parks Department, the community, and the design team. There have been three public meetings, two more have been scheduled for March and April, with the community about the project and the proposed Master Plan. The project team wanted to make sure that the park use would be compatible with the reservoir functions. At the first meeting, the past master plan was reviewed, and a list of community priorities was developed. At the second meeting three design options were presented, one synthesizing the major priorities, and the project was given more public direction. At the third public meeting a revised Master Plan was presented with changes to site lines, pool shapes, and the water feature. In March the Draft Master Plan will be presented to the community.

The reservoir portion of the project has been funded and approximately \$500,000 have been allocated to restore the site. Most of the park elements are not currently funded. Once the Master Plan and the basic design are in place, vigorous fundraising efforts by the City and the community, can begin.

The reservoir cover will add approximately four acres to the park space. A set of Design Principles have been developed to guide the project. The park design has been kept simple to support a wide range of possible uses. The major park elements are a water feature, an amphitheater, and a network of paths and open spaces. The water feature expresses the movement of water from an active, noisy zone to a passive, reflective zone. The ziggurat-shaped fountain is noisy and playful, a gently sloping pool manipulates the water flow over textures, and a large reflecting pool is calm, and highlights the existing gatehouse. The water feature has been developed in close conjunction with artist Doug Hollis. The shallow pools offer opportunities for wading in the summer and potentially ice skating in winter.

The amphitheater acts as a buffer zone between the park and the playfields to the south. It creates a space for group and community activities. The child play area will be moved to a new space to the east of the existing gatehouse. The semicircular nature of the south end of the park is a remnant of the Olmsted plan.

The path network creates opportunities for walking and jogging, currently done around the reservoir, and for pedestrian connections to Seattle Community College and commercial districts. The path design acknowledges the street grid with view corridors and circulation axis.



**Discussion:**

**Batra:** Where is the chlorinating facility to be located?

**Warren:** It may be in the gatehouse or in the pumphouse. It is still undecided.

**Batra:** Is there any chance of ground water flow into the reservoir?

**Warren:** No, it slopes to the south, away from the reservoir. We are also trying to consolidate the valves into a single valve vault and will replace the current piping.

**Batra:** How is water from the reflecting pool restricted from getting into the reservoir?

**Warren:** There will be a membrane cover over the entire reservoir. It will probably have a ridge down the center with a slope draining to either side. There will be drainage systems for the roof, the walls, and for the ground under the reservoir. The reflecting pool will also have a lining to prevent leakage.

**Sundberg:** Have you discussed ideas for other uses of the gatehouse?

**Warren:** We have thought about it. We need to restrict public access into the structure for safety reasons. There is a turbine with a pumping system in the center of the room now that has to be maintained. We are thinking about reinstalling the windows that have been closed up and raising the light levels on the inside to give the structure a lantern feel for the park. We will also be doing some seismic upgrades.

**Girvin:** The idea is that it becomes a visual lantern to the outside while allowing some views into the building as well. It is a really nice space inside.

**Curtin:** We are upgrading the feasibility of putting the chlorination system in the Gatehouse, and the pumps in an underground vault next to the Gatehouse, allowing us to potentially remove the existing Pumphouse altogether. Economic factors will decide this.

**Swift:** This is an extraordinary example of the opportunistic use of public lands in an urban environment. It will be a very positive community improvement. The simplicity and elegance of the landscape and open space is extremely appropriate in response to the Olmsted park legacy. There are some unresolved issues, but I think they are all things that will be dealt with in the next phase of the project. These issues have to do with the use of grading, path alignment, and the development of tree groves and open grassy spaces which are at the heart of this

type of Olmsted landscape. I think it is a great start at grading and weaving the paths through the spaces.

**Batra:** The existing community has the perception of this reservoir as a water feature for their neighborhood. I think that the new water feature compensates for its loss and greatly enhances the park.

**Curtin:** The current parapet wall of the reservoir has a diamond relief pattern that we plan to incorporate into the design.

**Batra:** Replacing the windows in the gatehouse is also a nice improvement. Will the pool be disinfected?

**Girvin:** It will meet health and safety standards.

**Warren:** The pool may need a separate chlorination unit.

**Purcell:** There is also a new facility at the south end of the park near the amphitheater for maintenance access.

**Purcell:** The paths reinforce the current major activity of jogging around the reservoir.

**Wagoner:** Where do you plan to pursue funding for this project?

**Flynn:** Anywhere. We are looking at grant sources, possible funding from the City's General Fund. The community is good at raising money for improvement projects. There is also the option of incrementally developing the project in phases. We are also ranking high in Neighborhood Planning improvement funds. There are many possible sources.

**Curtin:** The adjacent college is also thinking about contributing to the project.

**Batra:** Are there any opportunities for public/private partnerships to develop?

**Purcell:** The interdepartmental team is looking at that option.

**Hard:** The neighborhood groups have already raised over \$200,000 for improvements in landscaping, fencing, tennis courts, trash cans, and benches. We are trying to initiate high design standards. The community is very excited about this project and views it as a once in a lifetime opportunity. The cost of this land, if the City were to purchase it for developing a park, would probably exceed twenty five million dollars. Therefore the cost of creating a park over the reservoir is relatively low.

**Swift:** The Commission has been interested in public private partnerships and we plan to look at a series of prior projects to evaluate what lessons the City can learn from them. The City will need to develop more policies for how to proceed with projects like this one.

**Curtin:** I think that we have pulled together a fantastic team to design and develop this project.

**Action:** **The subcommittee greatly appreciates the presentation and recommends that the Commission recommend approval of the direction and development of the project. The subcommittee enthusiastically supports replacing the visual presence of the buried reservoir with a new water feature. The subcommittee appreciates the community's involvement in the development of a project that will become a great destination park. The Commission also suggests that the success of the process be used as a model for the creative development of public lands.**